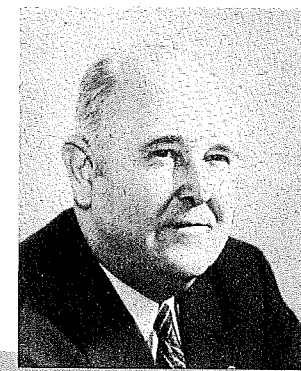
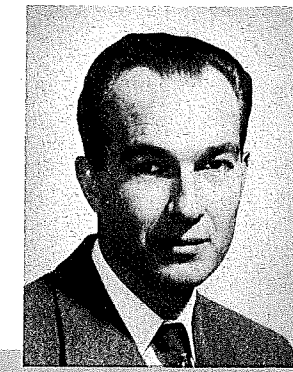
LEO A. CARTER
General Manager

BUD THUE
Works Manager



T. E. SPRINGER
General Manager



RICHARD A. MYERS
Works Manager

SANTA MONICA DIVISION

At the Santa Monica plant transport planes, both military and commercial, and missiles, were produced at a record high level throughout 1953. An important factor in this achievement was the use of multiple-purpose tooling whereby five different transport models were constructed simultaneously on the same assembly line. This feat was made possible by an unprecedented utilization of facilities manufacturing end-products having only 30 per cent of parts common. The problem further was compounded by introduction of the DC-7 into the continuing production line of the DC-6 series airplanes. These intricate tooling and manufacturing difficulties were solved by a high order of ingenuity and staff know-how and by thorough and resourceful tooling coordination. The transports involved were DC-6A, C-118, R6D-1, DC-6B, DC-7, with first one model and then another emerging from factory doors, as dictated by delivery schedules.

Other techniques introduced or employed by this division with high effectiveness were: expanded use of optics in the DC-7 tooling program, a varying-bevel contour mill of great promise and economy, trapped rubber dies in Ceco stamp hammers for forming parts, two-way radio control for dispatching cranes and tugs, new electronic computing equipment in engineering, in factory tabulating and other departments, wider use of ultra-sonic X-ray.

EL SEGUNDO DIVISION

As in other years, the El Segundo division made outstanding contributions to corporate accomplishment in 1953. Its production of Navy combat planes and equipment continued at an unabated rate. Although two models phased out, two others of high promise took their places on the assembly lines and, with new facilities, this division was brought to an all-time high potential.

Notable in this respect was commissioning of the new Torrance, California, factory. This large unit, used during the war for production of aluminum, was readily converted to aircraft construction. Initially it has been adapted to the manufacture of parts and for the assembly of major components.

Three other important expansions were completed or begun during the year. One was addition of a new hangar at Los Angeles International Airport for final airplane servicing prior to delivery.

Under construction and due for occupancy in late March is a new building to house 1,500 engineers. It is of advanced design, with efficient modern lighting and air-conditioning throughout.

A new sound-proof hangar for engine installation test, both piston and jet, has been built as part of the company's effort to reduce local ground noise from high-performance aircraft. It functions most successfully.